



Watsonville Pilots Association

"Serving Aviation and the Community"



Visit us at: www.watsonvillepilots.org

Our 22nd Year, Issue 6 June 2009

At The Airport

The Airport is back to normal after the Fly-In and rumor has it that the event broke even in spite of weather. FAA is moving the approach repeater 127.15 from the terminal building to another location (east end of hangar row F) by the corporate hangars. A parachute jump business owner has asked for a jump landing zone on the airport. The proposed location would be on the west side of runway 2-20 and south of runway 8-26 just south of the wind-T/wind sock. If you make a go-round from runway 20 you will be going right over the area at low altitude and you will be very busy. The Watsonville Airport Advisory Committee, at their meeting June 8th, made a motion opposing this on the issue of safety, noting that there is a great deal of training, both fixed wing and rotary wing, taking place at Watsonville. United Flight Services is planning to construct a new 12,500sq.ft. building on their present site, construction to start this summer.

FAA Inspection noted several trees that need to be lowered on the approach end of 20. When the written report is received steps will be taken for the removal of the obstructions.

Senate Bill 737

SB 737 is a resurrection of last year's SB 1118, which deals with airport land use commissions (ALUCs). Senator Gloria Negrete McLoed, with help from AOPA, is again trying to pass legislation which would improve the functioning of ALUCs and in a few places, like Santa Cruz County, eliminate exemptions from having an ALUC. The current system here is dysfunctional as evidenced by the current litigation.

So far, SB 737 is becoming good legislation, far better than SB 1118. There is only one more needed change in the wording. SB 737 improves the ALUC membership selection process and it restricts the possibilities of conflicts of interest of ALUC members.

The function of an ALUC is to develop a local airport land use compatibility plan (ALUCP) and review proposed projects around airports. The ALUC uses the compatibility plan in assessing compliance with responsible airport land use planning. The commission has no function in airport management.

In April the City of Watsonville passed a resolution opposing SB 737. The opposition centers around city control of development, the same as their initial opposition to SB 1118 last year. The bill has been postponed for legislative action until the next session. Apparently the delay centers on verifying that an ALUC will be cost neutral. SB 737 does provide for an ALUC being cost neutral as it will be financed primarily from developer fees for project review.

Dan Chauvet

Litigation Status

The status of the lawsuit between the Watsonville Pilots Association (and others) vs the City of Watsonville has not changed significantly. It's still pending at the appeals court.

The City has asked the appeals court to exclude the Caltrans Division of Aeronautics from the case. The Superior Court refused this exclusion. And the City has asked that the appeals court overrule the Superior Court that the City pay legal costs. The hearing on these two items, scheduled for late May, has been delayed.

The ball is in the City's court. They still have the option of dropping the appeal. The Pilots Association has filed a cross appeal regarding certain issues not ruled on by the lower court.

Diversion of Funds

Since 2004 the FAA's Airport District Office (ADO) has been investigating a diversion of revenues associated with the on-airport Sage buildings. This diversion to the City's General Fund has been ongoing since the late 1970s and amounts to 4.2 to 5 million dollars. There is a statute of limitations that says the FAA can go back only 6 years in recovering diverted funds. An estimate by the ADO is that a payback to the Airport Enterprise Fund is 1.627 million, plus interest.

The latest information is that the ADO is grappling with is the City's contention that the on-airport property was purchased by the City and allocation of funds away from the airport is not diversion.

The counter argument is that (1) there was never a severance (conveyance or formal transfer) of the Sage area from the airport, and that (2) Government statutes requires all revenues generated on airport land be used for airport purposes. The economic viability of Watsonville Airport depends on the ADO's decision.

The California Pilots Association and AOPA have been asked to help the ADO resolve the diversion of revenues question in the airport's favor.

Dan Chauvet

EAA Headquarters Advocates Airport Land Use Planning

Two experimental aircraft crashed into houses at North Las Vegas Airport in 2008. Among restrictions considered there were banning experimental aircraft. These considerations were strongly opposed by the EAA. The final decision was not to restrict experimental aircraft from operating to and from North Las Vegas Airport . Previously the Experimental Aircraft Association had not been active in advocating responsible airport land use planning—until these two fatal crashes.

I flew to North Las Vegas Airport to attend the annual AOPA convention in the 1990s. The airport then was surrounded by open desert land. A look at Google Earth today answered my question—since then houses have been build all around the airport. There has been no airport land use planning there.

The local EAA Chapter 119 has supported and contributed significantly to the lawsuit by the Watsonville Pilots Association (and others) to attain airport land use planning around Watsonville Airport.

Dan Chauvet

Watsonville Fly-In and Air Show Awards

Grand Champion

Addison Pemberton – Boeing 40C NC-5339

Golden Age Through 1934

Best Biplane – Larry Howard Laird LC-113-300 NC10402

Classic 1935 – 1945

Best Monoplane – Dean Thomas Howard DGA-15P N1336M

Best Biplane – Willis & Claudia Allen Boeing A-75-N1 N3188

Military – All Years

Best Military – Edward Miller Boeing A-75 N1 N9923H

Best Military Trainer – James Booth North American AT-6A N7522U

Best Military Fighter – Tony Banta Curtiss Wright P-40E N940AK

Foreign – All Years

Best Foreign – Paul & Joyce Browne Moravan 142C N142SK

Experimental Amateur Built – (All Years)

Best Custom Built From Plans – Douglas Palmer Spencer Air Car N351DP

Best Custom Built From Kit - Heintz/ Dugger Zenith 701STOL N701ZE

Best Custom Built - Stanley Peternel Vans RV-9A N358PS

Best Rotorcraft – Vance Breese Predator Gyro N142MG

Awards for outstanding examples of type of aircraft

Best Aeronca – Frank Brown Aeronca 7AC N1659E

Best Beechcraft – Si Robin Beechcraft D-17 N4417S

Best Cessna – Howard McGinnis Cessna C-120 NC72173

Best Ercoupe – Dan Hall Erco 415CD N3968H

65 aircraft were judged and many were of outstanding quality

Coming Events 2009

June 24 WPA Meeting
Safety Seminar: Stall/Spin John Cowan
July 27-Aug 3 OSHKOSH
August 7-9 SNS Air Show
Aug. 26 WPA Meeting
September 12 WVI Open House
September 16-20 Reno Air Races
September 30 WPA Meeting
October 28 WPA Meeting

NO MEETINGS November and December

WPA Officers

Mike McIntyre	President
John Cowan	Vice-Pres
Charlene McIntyre	Secretary
Sarah Chauvet	Treasurer
Hal Zamora	Sec. Legal Affairs
Dan Chauvet	Assist. Sec Leg. Aff.

Committee Heads

Dan Chauvet	WAAG
Richard Lippi	Web Site
Randy Pesce	Field Security
Rayvon Williams	AOPA/WINGS
John Cowan	Public Relations
Brian Moffet	Video & Media
Airport Manager	Don French
Feedback	wpanews@yahoo.com

WPA Airport Legal Fund

Please help WVI with your Tax deductible Contribution

Write check to "WPA" or Watsonville Pilots Association. On the memo line note "legal fund"

Mail to:

PO Box 2074,
Freedom, CA 95019

Thank you for your support

WPA
PO Box 2074
Freedom, CA

NEXT MEETING

7:00PM Wednesday June 24, 2009
At EAA-WAEC Building
60 Aviation Way, Watsonville Airport

SAFETY SEMINAR 7:30

John Cowan
Stalls/Spin